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Regional Transportation Authority
300 N. State Street, Chicago, Illinois 60610
312 836-4000

December 5, 1983

To All Interested Parties:

Enclosed, for your review and comment, is a preliminary draft of the Regional Transportation Authority's Proposed 1984 Budget. This is a discussion draft which the RTA's Board of Directors has released for the express purpose of public hearings and public comments.

This draft program and budget provides a solid blueprint for financial stability of transit in the six-county area. As proposed, the draft 1984 budget would, for the first time, provide not only for a long-term balance between anticipated revenues and expenditures but also for prudent working cash and budgetary balances.

Highlights of the proposed 1984 budget program include the following:

- The first ever, a comprehensive 10% reduction in commuter rail fares;
- The first coordinated Suburban Bus/Commuter Rail/CTA fare "link up" plan; and
- Carefully targeted service improvements.

Your early review and comments on the Proposed Budget are requested. Public hearings throughout the region are scheduled for December 20, 1983 and December 21, 1983. A complete listing of the times and locations of these public hearings can be found on page -57- of the enclosed document. Comments in writing can be received at any time prior to December 22, 1983, and will be considered in preparing the final 1984 Budget for approval by the RTA Board on December 23, 1983.

Thank you for your continued interest in public transportation in Northeastern Illinois.

Sincerely,

John D. Kramer
Chairman

3 5556 025 448 853

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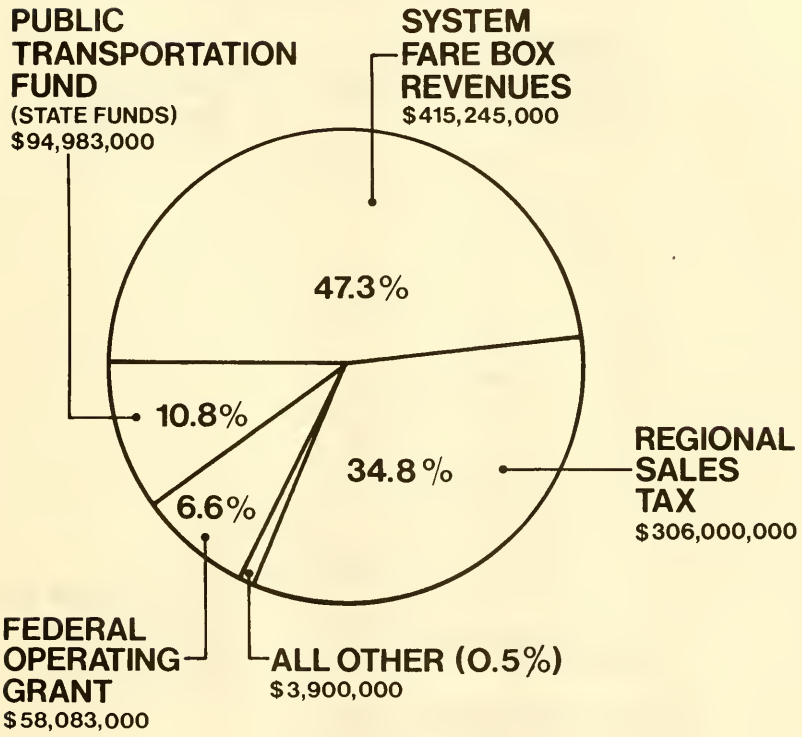
1984 BUDGET SUMMARY (000'S)

	FY84 Projected
OPERATIONS	
Transportation System Revenue (CTA, Railroads, Suburban Bus Fares, etc.)	$ 415,245
Regional Sales Tax (1% Cook County, 1/4% Collar Counties)	306,000
Public Transportation Fund (State Grants)	94,983
Federal Operating Grants	58,083
All Other	3,900
Total Operating Revenues	$ 878,211
CTA Operating Expense	$ 537,642*
Commuter Railroad Operating Expense	221,686
Suburban Bus Operating Expense	51,326
RTA Administration, Ridership Information, Other	14,786
Debt Service, Interest	1,807
Total Operating Expense	$ 827,247
Working Balance	$ 50,964
CAPITAL PROGRAM (PHASE I)	
CTA	$ 161,820
Commuter Rail (Includes City of Chicago Projects)	81,564
Suburban Bus	35,616
Total Capital	$ 279,000

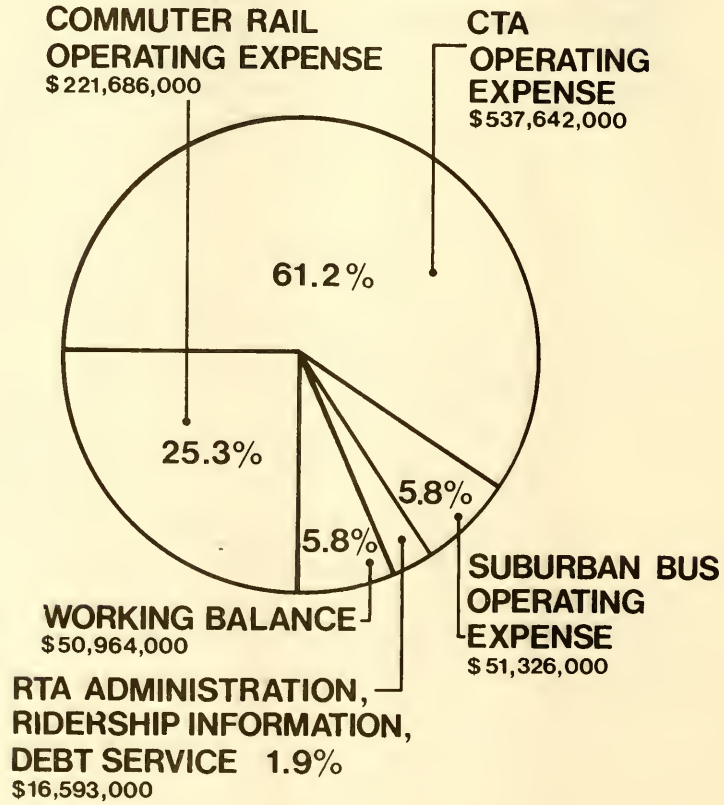
The 1984 Budget Summary table shows a total budget for operations of $827.2 million, a total capital budget of $279 million (Phase I) for a grand total program of $1,106.2 million. The largest source of operating revenue is system (generally fare) revenue ($415.2 million) which represents a regionwide fare recovery ratio of 50.85%. The regional sales tax will provide the next largest source of operating revenue with state and federal operating grants following in decreasing magnitude. The largest operating expense will be incurred at CTA which represents 65% of operating expenses, but nearly 90% of passenger trips carried. Similarly, CTA will receive 58% of the capital program. Rail represents 29% of the capital program and Suburban Bus will receive 13%. Of great importance is the significant turnaround in RTA's financial outlook. After ending the most recent twelve months in a deficit position, a positive fund balance is forecasted for FY84.

* See CTA Budget Highlights discussion for background on this number.

FY 84
Total RTA Operating Income
$878,211,000



FY84
Total RTA Operating Expense
$878,211,000



BUDGET HIGHLIGHTS

Key highlights of the proposed budget include:

- o Long term financial stability
- o Carefully targeted fare relief and restructuring
- o Fare coordination
- o Service improvements
- o Essential capital improvements
- o Aggressive cost containment
- o Stable long term fare policy based on equitable farebox recovery ratios
- o Resolution of the Authority's large existing short term operating debt.

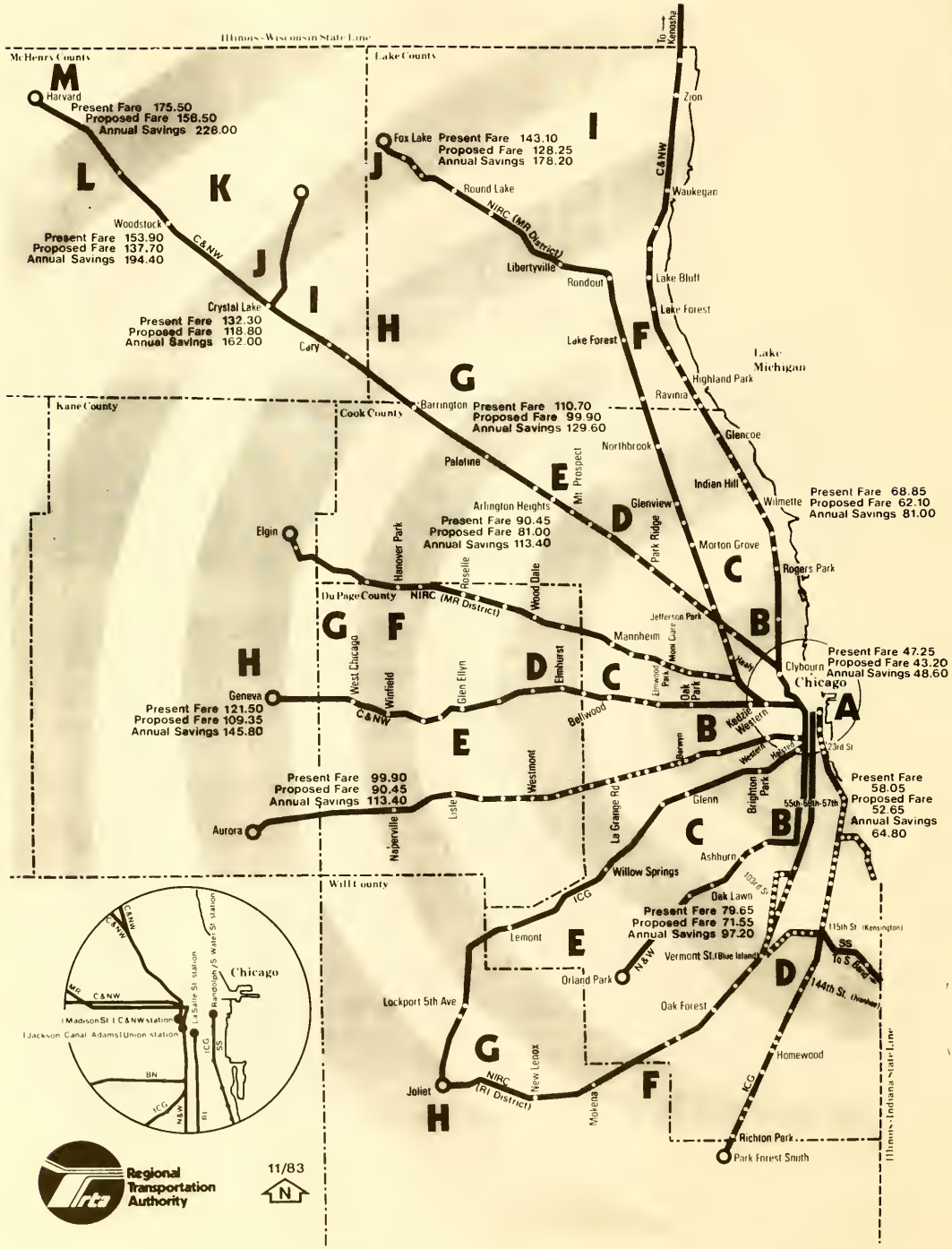
FINANCIAL STABILITY

This budget achieves for the first time a long term balance between expected revenues and planned expenditures. Furthermore, by using very conservative assumptions on the revenue side and generous inflation assumptions on the expenditure side, this budget should help assure that any unforseen financial developments during the year are positive rather than negative. Therefore, this draft has taken the more conservative approach inasmuch as it is always easier to add than to cut during the year.

In addition to providing for balanced budgets using conservative assumptions over each of the next five years, this budget would also, for the first time, provide for prudent year end cash and budgetary balances. These would be used to (1) smooth out cash flows and avoid the need for expensive short term operating borrowings (2) help pay off debts incurred in prior years (3) help match federal capital grants to the extent that the state cannot (4) provide an additional cushion against unforeseen developments such as unusually harsh winter weather or a large escalation in fuel prices. The fund balance of approximately $50 million predicted by the end of 1984 in the draft budget is about equal to one month's revenue, the minimum desirable level, and will assist with the financing of the sales taxes receivable as well as represent a substantial improvement over the $14.4 million deficit during the Authority's last fiscal year.

FARE REDUCTIONS AND RESTRUCTURING

This proposed budget provides for the first comprehensive program to reduce and restructure fares in the history of Chicago area transit. Commuter rail service is singled out in particular for a significant fare reduction in the light of the 100% fare increase those commuters sustained in 1981 and the fact that those increases were much sharper than those experienced on the CTA and suburban bus systems. As a consequence, ridership declines on the rail network were also much more dramatic than on other systems.


Illinois-Wisconsin State Line
To Kenosha
McHenry County
Lake County
Harvard
Present Fare 175.50
Proposed Fare 158.50
Annual Savings 228.00
Fox Lake Present Fare 143.10
Proposed Fare 128.25
Annual Savings 178.20
Zion
Waukegan
C&NW
Round Lake
NIRC (MR District)
Libertyville
Rondout
Lake Bluff
Lake Forest
Woodstock
Present Fare 153.90
Proposed Fare 137.70
Annual Savings 194.40
Crystal Lake
Present Fare 132.30
Proposed Fare 118.80
Annual Savings 162.00
Cary
Lake Michigan
Highland Park
Ravinia
Kane County
Cook County
Barrington Present Fare 110.70
Proposed Fare 99.90
Annual Savings 129.60
Glencoe
Northbrook
Palatine
Mt. Prospect
Indian Hill
Wilmette
Present Fare 68.85
Proposed Fare 62.10
Annual Savings 81.00
Arlington Heights
Present Fare 90.45
Proposed Fare 81.00
Annual Savings 113.40
Glenview
Elgin
Hanover Park
Roselle
Park Ridge
Morton Grove
Rogers Park
DuPage County
NIRC (MR District)
Wood Dale
Jefferson Park
Mannheim
Present Fare 47.25
Proposed Fare 43.20
Annual Savings 48.60
Elmhurst
Elmwood Park
Oak Park
Kedzie
Clybourn
Chicago
Geneva
Present Fare 121.50
Proposed Fare 109.35
Annual Savings 145.80
West Chicago
Winfield
Glen Ellyn
C&NW
Bellwood
Kedzie
Western
23rd St
Present Fare 99.90
Proposed Fare 90.45
Annual Savings 113.40
Westmont
Lisle
Naperville
Aurora
Brighton Park
55th-56th-57th
Present Fare 58.05
Proposed Fare 52.65
Annual Savings 64.80
Glenn
La Grange Rd
Ashburn
Willow Springs
Will County
ICG
103rd St
Oak Lawn
Present Fare 79.65
Proposed Fare 71.55
Annual Savings 97.20
115th St (Kensington)
Lemont
Vermont St. (Blue Island)
SS
To S Chicago
Orland Park
N&W
144th St. (Vermont)
Lockport 5th Ave
Oak Forest
Homewood
Joliet
NIRC (RI District)
New Lenox
Mokena
Richton Park
Park Forest South
Illinois-Indiana State Line
Chicago
Madison St C&NW station
Jackson Canal Adams/Union station
LaSalle St station
Randolph/S Water St station
MR
BN
RI
11/83
N
Regional Transportation Authority

BUDGET HIGHLIGHTS

Commuter rail fares will be reduced by 10% on February 1, 1984, if the proposed budget is adopted. The typical rider who purchases a monthly ticket from Zone E (Arlington Heights, Roselle, Homewood or Oak Forest, for example) will have his monthly fare reduced from $90.45 to $81.00 for an annual savings of $113.40. A rider with a monthly ticket from Harvard in McHenry County which is in the farthest zone, M, will have his annual transportation cost reduced by $228.00. For the average monthly rider this fare reduction is the equivalent of a month's free ride annually on the commuter rail system. It is anticipated that some of the revenue loss from these fare cuts will be offset by increased ridership. This budget assumes that commuter rail ridership will in the aggregate grow by 3.2% during the course of the year.

For CTA, a restructuring in fares has been proposed in their draft budget document. Under the recently enacted RTA Reform Act, the CTA Board is vested with complete control of its fare and service levels. The RTA Board is charged to review the revenue and other projections in the CTA budget after it is adopted by the CTA Board for financial reasonableness. The CTA staff is proposing the first major restructuring of CTA fares in that organization's history; a total elimination of transfers and a reduction of fares to 60¢ (50¢ off peak) for bus and 85¢ (75¢ off peak) for rapid transit. It is anticipated that this new fare structure will reduce transfer abuse and dollar bill counting problems at the CTA. For the purposes of this budget it was assumed that the CTA Board will adopt the CTA staff recommendation for fare restructering.

For suburban bus, the draft budget assumes a matching of the new CTA fares levels to insure continued fare intergration and competetiveness between the systems. As with the CTA, some riders will pay less, some more but on balance fare levels are expected to be about the same.

SERVICE IMPROVEMENTS

CNW evening service will be materially improved by a return to hourly trains in the early evening on all lines, additional midday service on the Northwest and West lines and additional late night Saturday and Sunday service on the North and Northwest lines. Commuter rail service will be extended 3.9 miles to Almora in Kane county on the NIRC/Milwaukee West line.

On the suburban bus system a total of $200,000 is budgeted for improvements. While the proposed service improvements will cost more than this, it is expected that savings from the reduction/elimination of lightly used services will offset the balance. Of particular note is the provision of new rush hour service to the Clearing Industrial District in South Cook County (expanding employment opportunities for residents in the corridor) and additional feeder bus routes to commuter rail stations in Mount Prospect, Wheaton and Hinsdale for commuters.

BUDGET HIGHLIGHTS

FARE COORDINATION

A major goal of the 1973 RTA Act and the 1983 RTA Reform Act was to enhance the coordination of fares. This budget proposes the first comprehensive coordinated Suburban Bus/Commuter Rail/CTA fare. The monthly commuter rail ticket holder may also buy a $25 pass which will entitle the passenger to ride the feeder bus from his home to the train station and to ride the CTA shuttle service from the downtown train station to his workplace. This coordinated fare program is expected to save the typical user $180 annually over most economical set of tickets the rider may now buy.

Any additional cost of this coordinated fare program is expected to be recovered by its increased usage by commuters. While the distribution of revenues between the CTA and the Suburban Bus carriers remains to be worked out, that is not expected to be difficult since the incremental cost to the CTA and the suburban carriers is expected to be covered by the recommended $25 charge.

CAPITAL IMPROVEMENTS

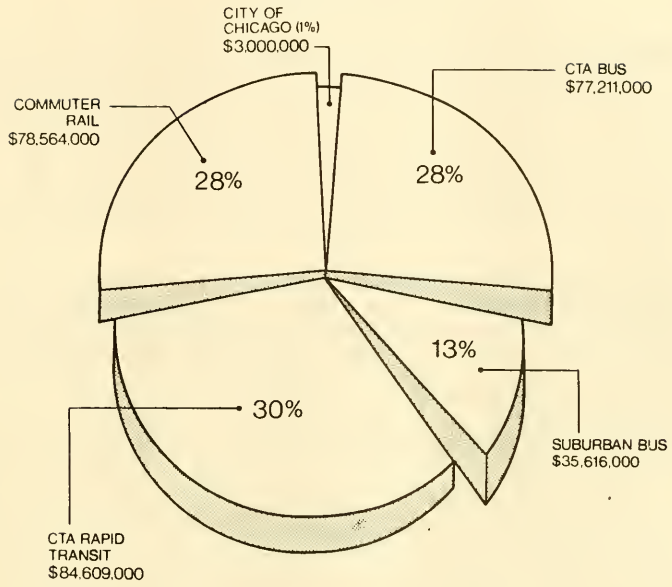
The capital budget provides for an acceleration of RTA's continuing effort to modernize its fixed assets and equipment as well as those of its subsidized carriers. The $279 million in Phase I for capital improvements will stabilize the region's capital assets and take a major step toward improving service to the public through more efficient and dependable equipment and facilities.

The proposed capital program contains projects generally categorized as either rehabilitation or improvement. Rehabilitation projects are those which will keep the existing equipment and facilities operating at a safe, efficient and reliable level of service. Improvement projects are those which will better the level of service or the condition of equipment and facilities for the existing system.

The major elements intended to be accomplished by this capital program for commuter railroads, suburban bus and CTA are generally outlined below, with a more detailed discussion on the magnitude of work to be accomplished found in the attached technical appendix.

Total RTA: $279,000,000

Phase 1



SUMMARY: RTA'S FY84 PHASE I
RTA CAPITAL IMPROVEMENT PROGRAM
(in millions)

RTA Suburban Bus	$ 35.616	13%
RTA Commuter Rail	78.564	28%
CTA Bus	77.211	28%
CTA Rail	84.609	30%
City of Chicago*	3.000	1%
TOTAL	$279.000	100%

*Projects included are for commuter railroads.

BUDGET HIGHLIGHTS

COMMUTER RAILROADS - The recommended capital improvements for the commuter rail system are budgeted at $81.6 million. This amount includes funds for completing a 443 car and 60 locomotive rehabilitation program, upgrading over 25 miles of track and upgrading of signal and electrical systems. In addition the program provides the funds necessary to advance the rehabilitation of commuter rail stations and begin the process of making major improvement in maintenance facilities.

SUBURBAN BUS - The recommended capital improvements to the suburban bus system are budgeted at $35.6 million, most of which is for the construction of new or renovated garage facilities. This program will enable the region to achieve the full benefits of preventive maintenance and optimize bus storage locations.

CHICAGO TRANSIT AUTHORITY - The CTA physical plant consists of an extensive rapid transit and bus system serving the City of Chicago and more than 30 adjacent suburban communities. For 1984 the capital budget provides $161.8 million for rehabilitation and improvement projects. More than half of this amount will go toward the purchase of new buses and rapid transit cars and the renovation of equipment now in service. The CTA plans to purchase 250 buses and to continue the purchase of 300 new rapid transit cars replacing rolling stock that has exceeded its useful economic life. The remaining allocation of funds is intended to be used for track and structures improvements, signals/communications and bus/rapid transit support facilities.

STABLE FARE POLICY

This draft budget implements the legislative requirement for long term predictability in fares. The General Assembly expressed a strong desire that extraordinary and disastrous fare increases, like the 100% commuter rail fare increase of 1981, never be repeated. The RTA Reform Act provided for statutory farebox recovery ratios to be set by the RTA Board for each type of service and to equal or exceed 50% on a regionwide basis.

It should be expected that the establishment of this farebox recovery policy will likely result in small, inflation-driven increases every 12-18 months. The actual timing and amount of these increases will depend on the actual future year cost experience of the RTA and its subsidized carriers.

BUDGET HIGHLIGHTS

In this draft budget, the region-wide farebox recovery ratio is assumed to be 50.85% which breaks out among the various services as follows:

Commuter Rail	56.4%
CTA	52.0%
Suburban Bus	25.0%.

While there is a two percent difference between the ratio set above for the CTA and that suggested in the staff draft of the CTA budget this difference can be eliminated by minor revenue enhancement or cost reduction at CTA as is discussed in the CTA section of this budget. Because of the large relative proportion, however, the CTA is of the entire RTA budget it must be noted that setting the CTA farebox recovery ratio at 50% would significantly reduce the recommended commuter rail fare reductions and service improvements, and/or have significant impact on suburban bus service.

COST CONTAINMENT

The goals of long term financial stability, fare relief and service improvement cannot be achieved without a companion program of aggressive cost reduction. While every reasonable effort to identify areas for savings was made in the limited amount of time available for the development of this draft budget, future efforts, such as the one the Board has planned early in the new year, will be required. Constant effort over the long term is needed to keep costs under control.

Special efforts have been addressed in this budget document toward the reduction of interest expense and the elimination of cost of living increases in the Authority's administration. In the commuter rail area, 17 stations, utilized by a total of fewer than 300 riders daily, will be closed. (Every station to be closed has comparable bus, rapid transit or commuter rail service within one mile.) At another 17 somewhat less lightly patronized stations the agent will be removed and passengers will be asked to buy their tickets on board the train.

As discussed in detail later in this document, lightly utilized suburban bus routes will be restructured or eliminated and the funds used to improve and/or expand service to growing areas. The Board has expressed its intent to conduct a detailed review of suburban bus service in early spring and to redeploy

any cost savings to additional service improvements or additional fare relief.

RESOLVE DEBTS

In order for the Authority to begin with a clean slate, issues such as the payables to the CTA (including the disputed amounts), 1982 Interim Financing Obligations and the 'collar county reserves' must be addressed in the budget process. Since these items are outside the budget they affect neither the farebox recovery ratio nor the public subsidy limitation for the CTA contained in the RTA Reform Act but may provide cash for various uses.

This draft budget is consistant with the timely repayment of the 1982 Interim Financing Obligations in 1984 and with a reduction in the payable to the CTA. In order to assure cash balances at the Authority to pay all expenses and obligations with reasonable promptness, all of these issues concerning cash and payables must be considered together. Moreover, finding sufficent cash to reduce commuter rail fares is related to the elimination of the collar county reserves.

ADDITIONAL DATA

The balance of this document and the technical appendix are a detailed discussion of these and the other elements in the draft budget with background materials on the numbers of riders served and other items to facilitate your review.

FY84 COMMUTER RAIL PROGRAM

The FY84 commuter rail operating budget provides for a series of significant service improvements to be offset by operating economies in other areas. As noted earlier, a 10% system-wide fare reduction for an average of 200,000 passengers daily on the six commuter railroads is also included in the budget.

FY84 COMMUTER RAIL PROGRAM FINANCIAL SUMMARY

For FY84, the commuter rail system is projected to have an operating expense of $221.7 million and farebox revenues of $123.6 million. This results in an RTA funding requirement of $98.1 million and a system generated farebox recovery ratio projection of 56.5%.

The operating costs and (savings) for commuter rail are delineated as follows:

Existing Service:	$ 98,429,000
Program Changes:	
New Service	$ 1,250,000
Service Reductions/ Eliminations	(1,579,000)
Net Program Changes	$ (329,000)
TOTAL	$ 98,100,000

FY84 COMMUTER RAIL OPERATING PROGRAM

A) Service Expansion & Improvements

Rail service will be extended 3.9 miles from Elgin to a new station at Almora, in Kane County, on the NIRC/Milwaukee District West Line. Adjustments in existing peak hour schedules will also be necessary at the time of the opening of the new Almora station.

COMMUTER RAIL REVENUE AND EXPENSE SUMMARY (000'S)

	FY83 12 MONTHS ACTUAL	FY83 TRANSITION QUARTER ESTIMATED	FY83 15 MONTHS TOTAL ESTIMATED	FY84 PROJECTED
Expenses				
Rail Operating Costs	$212,691	$ 55,027	$267,718	$219,324*
Added Compensation	2,668	656	3,324	2,691
Rail Service Improvement	-	-	-	1,250
Rail Service Reductions	-	-	-	(1,579)
Net Service Change	-	-	-	(329)
Total Expense	$215,359	$ 55,683	$271,042	$221,686
Revenues				
Passenger Revenue	$125,387	$ 31,039	$156,426	$126,634
Other Revenue	7,288	1,024	8,312	7,173
10% Fare Reduction	-	-	-	(9,221)
Loss Due To Fare Restructure	-	-	-	(1,000)
Fare Demonstration	-	(82)	(82)	-
Total Revenue	$132,675	$ 31,981	$164,656	$123,586
Public Funding Requirement	$ 82,684	$ 23,702	$106,386	$ 98,100
Farebox Recovery Ratio	61.61%	57.43%	60.75%	56.39%

* Includes $2,510 in depreciation expense not considered in the calculation of farebox recovery ratio.

The following service improvements are proposed on heavily used Northwestern commuter lines:

- o Restore weekday hourly service on the North, Northwest and West lines after 6:30 PM.
- o Add midday service on the Northwest and West lines.
- o Add additional late night Saturday and Sunday service on the North and Northwest lines.

These service changes will provide a better service for Northwestern riders and recover some of the ridership lost when services were drastically cut in 1981. In addition, a free bus from Crystal Lake (CNW) to Harvard will be a cost effective alternative for certain midday trains now terminating at Crystal Lake rather than Harvard or Woodstock.

B) Service Modifications/Reductions

In line with the objective to make service as cost-effective as possible, certain service modifications/reductions have also been proposed. These service changes are based on reduced ridership levels although every effort was made to maintain comparable service levels through minor schedule adjustments.

CHICAGO & NORTHWESTEPN - NORTH LINE

The proposed removal of 9.7 miles of track between Chicago and Evanston to reduce annual maintenance and a major capital rehabilitation cost will require a rescheduling of rush hour service. Scheduling modifications will include the elimination of selected trains that serve stations between Chicago and Evanston exclusively. Schedules of trains in adjacent time slots will be adjusted to maintain comparable service levels. Cost savings are estimated to be $300,000 on an annual basis.

CHICAGO & NORTHWESTERN - NORTHWEST LINE

Excess capacity on the CNW Northwest Line has resulted from the opening of the new CTA Rapid Transit Extension to O'Hare. Therefore, minor service reductions and schedule modifications are proposed for trains serving the affected stations. The DesPlaines Coach Yard will also be closed. Trains which operate only as far as Des Plaines are being considered for elimination. Remaining trains will be rescheduled to maintain comparable headways for affected riders. Cost savings are estimated to be $183,000 on an annual basis.

NIRC/MILWAUKEE DISTRICT - WEST LINE

Saturday service will be modified to eliminate four trains operating exclusively between Chicago and Bensenville. Ridership does not warrant this level of service. Schedules on adjacent trains will be modified to provide similar service levels to the stations between Chicago and Bensenville. Operating savings are estimated to be $14,000 on an annual basis.

C) Station Closings

Seventeen stations which were selected because of their low ridership (ranging from 1 to 60 daily boardings) will be closed. Eight of these stations were originally included in the FY82 Program.

Other important considerations are the level of capital improvements required to maintain minimum standards for safety, convenience and security; and the level and cost of alternative service. Most of the stations recommended for closure have comparable bus and/or rapid transit service, or a functioning commuter rail station located within a mile. Approximately 300 people are currently using the affected stations (with most having alternative transit service nearby). An annual operating savings of approximately $175,000 would be realized. Of great importance is the $1.5 million that would be saved by foregoing the capital improvements required at these stations.

The stations to be closed that were originally included in the FY82 Program are:

Chicago and Northwestern	Hartland
Illinois Central Gulf	
Joliet Line:	Halsted Street
	Brighton Park
	Lockport - 5th Street
Electric Line:	87th Street
Norfolk and Western:	Western Avenue

Additional stations to be included in FY84 for closure are:

NIRC/Milwaukee District:	Wilson Road Rondout Ingleside
Chicago and NorthWestern:	Winthrop Harbor
NIRC/Rock Island:	Gresham 95th/Longwood 99th/Longwood Givins
Illinois Central Gulf Electric Line:	47th Street 67th Street 103rd Street

D) Modified Station Services

Based on a review of ridership levels and ticket revenue of outlying station ticket offices, selected stations will no longer have station agents. This action will neither close the station nor directly impact the quality or level of commuter rail service in this region. This proposal is viewed as a prudent cost-cutting measure.

Locations that are recommended for modified station services are as follows:

CHICAGO & NORTHWESTERN

North Line	Northwest Line	West Line
Davis Street	Cumberland	Winfield
Great Lakes	Edison Park	
Highwood	Jefferson Park	
Indian Hill	Norwood Park	
Main Street		
North Chicago		
Ravinia		
Rogers Park		

NIRC/MILWAUKEE ROAD DISTRICT

North Line

Grayslake

NIRC/ROCK ISLAND DISTRICT

Main Line	Suburban Branch
Washington Heights	107th Street
	115th Street

Implementation of this proposed station service modifications program is estimated to reduce operating expenses by approximately $390,000 per year.

The next page summarizes the FY84 Rail Program. The only completely new service programmed in FY84 is to extend service from Elgin to Almora on the NIRC/Milwaukee Division. Operating savings of $1,579,000 will be realized through service reductions, station closings and the discontinution of certain station agents. The result is a total net savings projected to be $329,000 for FY84.

Already implemented projects include the following:

- o ICG/CTA Fare Integration Demonstration Project -instituted March, 1982 on Chicago's south side, is designed to relieve overcrowding on CTA bus routes in the targeted neighborhoods by encouraging bus riders to use the Illinois Central Gulf (ICG) Railroad at reduced rail fares. As of April, 1983, ridership on the ICG in the targeted neighborhoods has increased approximately 50%.

- o RTA Regional Rail Ticket Program - beginning October 1, 1983, a policy was instituted whereby a monthly ticket on one railroad could be used on other railroads, thus permitting travel on the other railroads to as far a zone as indicated on the monthly ticket.

- o RTA Commuter Rail "Home Free" Day - on November 25, 1983, commuter rail riders coming to downtown Chicago were permitted to take the train back home for free. This was intended in part to promote ridership taking advantage of the holiday shopping season. This program may be extended to several additional weekend days prior to December 25, 1983 in an effort to attract new riders to the system.

This budget, of course, already assumes a 10% across the board fare cut starting on February 1st (see explanatory chart which follows). It also assumes the comprehensive suburban feeder bus-commuter rail-CTA pass. Other innovative fare proposals under consideration for implementation in FY84, but not factored into the budget include:

COMMUTER RAIL OPERATING PROGRAM FY 84-88

Proposal	Carrier	FY '84	FY '85	FY '86	FY '87	FY '88
EXPENDITURES						
Almora Extension of Service	NIRC/M	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 150,000
Restoration of weekday hourly service on all three lines after 6:30 PM	CNW	700,000	700,000	700,000	700,000	700,000
Additional midday service on the Northwest and West lines	CNW	300,000	300,000	300,000	300,000	300,000
Additional late night Saturday and Sunday service on the North and Northwest lines	CNW	100,000	100,000	100,000	100,000	100,000
Add 1 peak train	ICG-E	-	-	-	130,000	130,000
Add 2 peak trains	ICG-E	-	-	-	-	270,000
	Subtotal	$1,250,000	$1,250,000	$1,250,000	$1,380,000	$1,650,000
SAVINGS						
Reductions of service between Evanston & Chicago	CNW	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000
Reductions/Modifications of service between Des Plaines and Chicago and closure of the DesPlaines Coach Yard	CNW	$ 700,000	$ 700,000	$ 700,000	$ 700,000	$ 700,000
Elimination of four trains operating exclusively between Bensenville and Chicago	NIRC/M	$ 14,000	$ 14,000	$ 14,000	$ 14,000	$ 14,000
Station Closings at:		$ 175,000	$ 175,000	$ 175,000	$ 175,000	$ 175,000
Givins, 99th/Longwood, Gresham and 95th/Longwood	RI					
Winthrop Harbor and Hartland	CNW					
Halsted Street	ICG, Joliet					
Brighton Park and Lockport-5th Street	Line					
47th Street	ICG, Electric					
67th Street, 87th Street, and 103rd Street	Line					
Western Avenue	N&W					
Wilson Road, Rondout and Ingleside	NIRC/M					
Station Agent Eliminations at:		$ 390,000	$ 390,000	$ 390,000	$ 390,000	$ 390,000
Cumberland, Davis Street, Edison Park, Great Lakes, Highwood, Indian Hill, Jefferson Park, Main Street, North Chicago, Norwood Park, Ravinia, Rogers Park and Winfield	CNW					
Grayslake	NIRC/M					
Washington Heights, 107th Street and 115th Street	NIRC/RI					
	Subtotal	$1,579,000	$1,579,000	$1,579,000	$1,579,000	$1,579,000
	NET SAVINGS (COSTS)	$ 329,000	$ 329,000	$ 329,000	$ 199,000	$ (71,000)

PROPOSED COMMUTER RAIL ADULT FARES
EFFECT OF 10% REDUCTION IN FARES AND
REPRESENTATIVE STATIONS, BY ZONE

Zone	Miles	ONE-WAY		WEEKLY		MONTHLY			Representative Station
		Present Adult Fare	Revised Adult Fare	Present Adult Fare	Revised Adult Fare	Present Adult Fare	Revised Adult Fare	Annual Savings	
A	(0- 5)	$1.75	$1.60	$14.00	$12.80	$ 47.25	$ 43.20	$ 48.60	Western Ave. (MR)
B	(5-10)	2.15	1.95	17.20	15.60	58.05	52.65	64.80	55th/Hyde Pk. (ICG)
C	(10-15)	2.55	2.30	20.40	18.40	68.85	62.10	81.00	103rd/Beverly (RI)
D	(15-20)	2.95	2.65	23.60	21.20	79.65	71.55	97.20	Glencoe (CNW-N)
E	(20-25)	3.35	3.00	26.80	24.00	90.45	81.00	113.40	Flossmoor (ICG)
F	(25-30)	3.70	3.35	29.60	26.80	99.90	90.45	113.40	Naperville (BN)
G	(30-35)	4.10	3.70	32.80	29.60	110.70	99.90	129.60	Barrington (CNW-NW)
H	(35-40)	4.50	4.05	36.00	32.40	121.50	109.35	145.80	Geneva (CNW-W)
I	(40-45)	4.90	4.40	39.20	35.20	132.30	118.80	162.00	Crystal Lake (CNW-NW)
J	(45-50)	5.30	4.75	42.40	38.00	143.10	128.25	178.20	Fox Lake (MR-N)
K	(50-55)	5.70	5.10	45.60	40.80	153.90	137.70	194.40	Woodstock (CNW-NW)
M	(60-65)	6.50	5.80	52.00	46.40	175.50	156.50	228.00	Harvard (CNW-NW)

- o A variety of improvements to the Authority's current Regional Rail Ticket Program are now under study. For example, currently monthly ticket patrons traveling on another railroad line beyond the zone of their monthly ticket are assessed an additional fare that includes the one-zone base fare of $1.75. Since this one-zone base fare has been included in the price of the commuter's monthly ticket, it has been proposed that the additional charge for travel beyond the monthly ticket zone be reduced to the incremental cost alone, which is currently only 40¢ per zone. It has also been proposed that the Regional Rail Ticket Program be extended to include weekly tickets patrons. As an added benefit to the commuter purchasing a monthly or weekly ticket, it has been proposed that children under the age of thirteen ride free on weekends when with a monthly or weekly ticket patron. The intent of this proposal would be, in part, to encourage family travel on the commuter rail system on weekends.

Other incentive fare proposals being studied are:

- o Group Travel Bureau as a means of arranging, promoting and pricing rail travel by groups
- o Elimination of zone restrictions on monthly tickets during weekends or on Sundays
- o Further extensions of the weekend "home-free" program

The final element of the FY84 Commuter Rail Program is the proposed Capital Program.

- o The total cost of the FY84 Commuter Rail Program is $93.414 million. The Phase I portion which selects the highest priority projects is $78.564 million and the Phase II portion is $14.850 million. The distribution of the Commuter Rail Program among its major components is:

	TOTAL EST. FY84 COST	FY84 PHASE I	FY84 PHASE II
RTA COMMMUTER RAIL PROGRAM:			
ROLLING STOCK	$ 13,862,000	$ 8,862,000	$ 5,000,000
TRACK & STRUCTURES	17,611,000	15,271,000	1,340,000
SIGNAL/ELECT./COMMUN.	14,417,000	13,667,000	750,000
SUPPORT FAC./EQUIP.	19,012,000	14,012,000	5,000,000
STATIONS	8,055,000	8,055,000	-0-
ACQUISITIONS	15,000,000	15,000,000	-0-
EXTENSIONS	-0-	-0-	-0-
TOTAL	$ 87,957,000	$ 75,867,000	$12,090,000
CONT./ADMIN.	5,457,000	3,167,000	2,760,000
GRAND TOTAL RTA COMMUTER RAIL	$ 93,414,000	$ 78,564,000	$14,850,000

Highlights of the FY84 Rail Capital Program include the following projects:

- o Complete the rehabilitation of 443 bilevel commuter rail cars and 60 locomotives
- o Complete the installation of mandated FRA safety glazing in bilevel cars and locomotives
- o Continue the upgrading of track, structures and bridges
- o Continue the upgrading of commuter rail coach yards
- o Stations improvements at 51 locations
- o Electrical and signal changes to upgrade existing facilities
- o Bridge renewal on the CNW, NIRC-M, and NIRC-RI
- o ROW rehabilitation on the CNW, ICG, NIRC-M and NIRC-RI
- o Interlocking work on the CNW, ICG and at Chicago Union Station
- o Renovate M19A diesel shop (CNW)
- o Renovate California Avenue Yard (CNW)
- o Renovate 14th Street Yard (BN)
- o Renovate 47th Street Yard (NIRC-RI)
- o Renovate Western Avneue Yard (NIRC-M)
- o New West Line Coach Yard (NIRC-M)
- o New Orland Park Yard (NW)
- o New DC crew facilities (ICG)
- o Purchase of maintenance equipment/vehicles
- o Acquisition of bankrupt Milwaukee Road assets

Projects are chosen based on the criteria discussed in the Proposed FY84 Capital Program Technical Appendix which is attached to this document. Planning studies such as: the Interlocking Plant Consolidation Study, the Yard Consolidation Study, the Rail Car and Locomotive Rehabilitation Study, and individual station studies are also used to determine capital projects.

FY84 CHICAGO TRANSIT AUTHORITY PROGRAM

The Chicago Transit Authority (CTA) provides bus and rapid transit service for the City of Chicago and 38 neighboring suburbs. CTA bus service is organized into 133 routes with 2,087 miles and uses 2,317 buses; 2,130 standard, 145 articulated and 42 special lift equipped vehicles. 1,913 buses are needed during the peak periods. Rapid transit service operates over 241 miles of track serving 142 stations. There are approximately 2,200 daily train departures using a fleet of 1,200 rapid transit cars, 896 of which are needed during the peak periods. Annual ridership on the CTA bus and rapid transit system for the year ending June, 1983 was 618 million, averaging 2.0 million daily trips.

The CTA budget included in this discussion draft is based on the CTA staff draft (attached as part of the Technical Appendix) just released for public hearings. The CTA draft is subject to change based on those hearings and based on CTA Board review and action. Once the CTA is further along in its own internal budget process, it is assumed that the RTA Board will want to invite CTA to make a detailed presentation concerning their budget and that the RTA Board and staff will want to conduct a very detailed review of the CTA budget. In conducting that review it should be remembered that the RTA has broad "bottom line" oriented financial review powers vis-a-vis the CTA as well as a statutory mandate to make a series of detailed financial findings prior to passing through any state subsidy to the CTA. The RTA does not, however, have the power either to originate a CTA budget or to set CTA fare and service levels. Prudence would, therefore, seem to dictate that the RTA refrain at this time from making any final judgments on the CTA budget and that the RTA instead limit itself for the time being to making a handful of broad "working" assumptions on those portions of the CTA budget which will have a major impact on the RTA budget as a whole or which have a major impact on commuter rail or suburban bus services over which the RTA has direct operating responsibilities.

For purposes of this RTA discussion draft budget, however, most of the major assumptions of the CTA budget in its current draft form are incorporated. For example, because the RTA has no specific authority over CTA fares, it is presumed that the CTA board will adopt the revised fare structure proposed by CTA staff. This would entail the introduction of peak fares, and a reduction of rapid transit fares to 85¢ and bus fares to 60¢ from the current 90¢ level. Off-peak fares would be changed to 75¢ and 50¢ respectively. Transfers, however, would be eliminated. Additional operating advantages would be a likely reduction in the number of dollar bills handled and the elimination of the printing and handling costs of transfers.

Services are presumed to continue at current levels, with one major exception:

In FY84 it is anticipated that the final segment of the 7.9 mile O'Hare Rapid Transit Extension will be completed. In FY83, three of the four new extension stations were opened. These stations are Harlem Avenue (Chicago), Cumberland Avenue (Chicago) and River Road (Rosemont). The terminal station at O'Hare should be completed in FY84. In conjunction with the station openings, integration and coordination between connecting CTA services and suburban bus services were completed in FY83. As discussed in the commuter rail section of this budget, the new O'Hare line will also precipitate the realignment of some commuter rail services.

There are, however, some differences between the figures included here and the CTA staff draft. This RTA budget presumes that the CTA will meet a 52% fare recovery ratio while the CTA staff draft suggests a 50% ratio. This two percent difference would require that the CTA either reduce expenses by 3.85% from the levels proposed in the CTA staff draft or that they increase revenues 4.00%, or some combination of the two. The 52% ratio, proposed here for CTA is based on two major considerations: 1) CTA has met or exceeded 52% in the recent past; and 2) 52% for CTA is necessary in the context of a 50% regionwide ratio.

Finally, neither the fare recovery nor subsidy level for CTA include the consideration of cash flow items such as the payment of the legitimate debt accumulated in the past. It is one of the major goals of this budget to provide for sufficient cash flow to be able to reduce and resolve the payables that RTA owes to the CTA. In the coming months it is planned that discussions will be held to resolve the status of all amounts legitimately owed and that an amortization schedule for payment will be developed.

CHICAGO TRANSIT AUTHORITY REVENUE AND EXPENSE SUMMARY (000'S)

	FY83 12 MONTHS ACTUAL	FY83 TRANSITION QUARTER ESTIMATED	FY83 15 MONTHS TOTAL ESTIMATED	FY84 PROJECTED
Expenses				
Operating Expenses	$518,000	$133,700	$651,700	$536,242
Emergency and Associated Capital Grants	100	50	150	1,400
Total Expense	$518,100	$133,750	$651,850	$537,642
Revenues				
System Generated Revenue	$267,100	$ 71,000	$338,100	$273,846
City/County Contribution	-	-	-	5,000
Total Revenue	$267,100	$ 71,000	$338,100	$278,846
Public Funding Requirement	$251,000	$ 62,750	$313,750	$258,796
Farebox Recovery Ratio	51.56%	53.10%	51.88%	52.00%

NOTE: The table shows 1984 revenues, expenses and public funding requirement for CTA which differ from the CTA staff draft because of the assumption in this budget that the CTA will meet a 52% recovery ratio rather than the 50% ratio suggested in the CTA staff draft. This higher ratio requires a 3.85% expense reduction (already incorporated into the above table) or would require a 4.00% revenue increase, from the CTA staff draft budget or some combination of both. For purposes of this RTA Discussion Draft Budget the public funding required by CTA is based on the assumption that CTA will achieve the 52% ratio by reducing expenses, and the numbers in the above table are presumed throughout this document. The CTA staff draft includes: Total Expenses = $559.1 million, Total Revenue = $278.8 million, Public Funding Requirement = $280.2 million, Farebox Recovery = 50.00%. If CTA increased revenues to meet a 52.00% Recovery Ratio rather than reduced expenses, their budget would be, Total Expenses = $559.1 million, Total Revenues = $290.0 million, Public Funding Requirement = $269.1 million, Recovery Ratio = 52.00%.

The proposed FY84 Capital Improvement Program for the CTA can be summarized as follows:

CTA BUS PROGRAM	TOTAL EST. FY84 COST	FY84 PHASE I	FY84 PHASE II
ROLLING STOCK	$ 40,988,000	$ 40,988,000	$ -0-
SUPPORT FACILITIES	25,104,000	18,729,000	6,375,000
SUPPORT EQUIPMENT	7,250,000	7,250,000	-0-
TOTAL	$ 73,342,000	$ 66,967,000	$ 6,375,000
CONT./ADMIN.	11,930,000	10,244,000	1,686,000
GRAND TOTAL CTA BUS	$ 85,272,000	$ 77,211,000	$ 8,061,000
CTA RAPID TRANSIT:			
ROLLING STOCK	$ 41,150,000	$ 40,650,000	$ 500,000
TRACK & STRUCTURES	25,796,000	21,101,000	4,695,000
SIGNAL/ELECT./COMMUN.	6,055,000	5,340,000	715,000
SUPPORT FACILITIES	9,045,000	5,375,000	3,670,000
STATIONS	2,009,000	2,009,000	-0-
SUPPORT EQUIPMENT	4,589,000	690,000	3,899,000
TOTAL	$ 88,644,000	$ 75,165,000	$ 13,479,000
CONT./ADMIN.	12,554,000	9,444,000	3,110,000
GRAND TOTAL RAPID TRANSIT	$101,198,000	$ 84,609,000	$ 16,589,000
GRAND TOTAL CTA BUS & RAPID TRANSIT	$186,470,000	$161,820,000	$ 24,650,000

The FY84 CTA Bus Program is $85,272,000. Of this total, $77,211,000 is in the Phase I Program and $8,061,000 is in the Phase II Program. Rolling stock represents the largest portion of the program, 53 percent or $40,988,000. These funds will be used to replace 250 overaged CTA transit buses, to buy spare components and for capital rehabilitation. In addition, improvements to various CTA bus garages make up the other major portion of the program.

The FY84 CTA Rapid Transit Program is $101,198,000. $84,609,000 is in the Phase I Program and $16,589,000 in the Phase II Program. The replacement of rapid transit cars is the largest component of the Phase I Program. Some 48 percent or $40,650,000 is required for car replacement. In addition, over $21 million, or 25 percent of the Phase I Program, will be spent on improvements to track and supporting structures. Improvements to the signal/electrical/communications systems and support facilities and equipment are also included in the program.

Details of the CTA's proposed FY84 Capital Program can be found in the attached Capital Program Technical Appendix.

FY84 SUBURBAN BUS PROGRAM

The suburban fixed route bus system provides local and intercommunity service over 2,037 one-way route miles. Service is provided by 10 subsidized carriers, 9 contract carriers, 3 carriers owned by the RTA currently managed by ATE and a fourth carrier managed by ATE. Over 200 communities and 98 commuter rail or rapid transit stations are served. The suburban bus system is operated using 577 buses currently owned by the RTA in addition to those buses used by the contract carriers. Annual ridership for the year ending June, 1983 totaled 29 million, averaging approximately 90,000 daily passengers.

The total suburban bus budgets, a summary of which can be found on the following page, have been prepared through a joint effort between RTA staff and the carrier personnel. With the change in the fiscal year, budgets which had been approved by the parties were adjusted by RTA staff to reflect the new calendar fiscal year rather than the October to September fiscal year. The results of this change have been communicated to the carriers.

The farebox recovery ratio of the suburban bus system in 1984 is projected to be 25.0%. The ratio is calculated based on all revenues generated by the system divided by all expenses, including all centralized purchases made by RTA on behalf of the carriers as well as the expenses of the Suburban Bus Division.

The overall aim of RTA's Paratransit Program is to develop a region-wide network of nonconventional projects and programs which complement the RTA system of fixed route services. These services increase the availability of public transportation options to both the general public and elderly and handicapped persons. Paratransit services are particularly appropriate in low-density areas where conventional transportation service is not cost-effective and where the special transportation needs of the elederly and handicapped must be met.

RTA paratransit services operate in over 100 municipalities, covering a service area of over 1800 square miles. Paratransit services currently utilize eighty-seven 15-passenger lift-equipped vehicles and are expected to average about 53,500 passengers per month in FY83. RTA paratransit also includes the coordination of services for elderly and handicapped people and the provision of technical assistance to employers for ride-sharing programs.

The total cost of operating these twenty-nine RTA funded paratransit services in FY83 was approximately $3,000,000. Of this total, RTA subsidy equated to 48% with fare revenue and local share contributing 52%.

SUBURBAN BUS REVENUE AND EXPENSE SUMMARY (000'S)

	FY83 12 MONTHS ACTUAL	FY83 TRANSITION QUARTER ESTIMATED	FY83 15 MONTHS TOTAL ESITMATED	FY84 PROJECTED
Expenses				
Carrier Operating Costs	$36,664	$ 9,862	$46,526	$39,615
Paratransit Costs	1,488	431	1,919	2,153
Service Improvements	-	-	-	600
Service Reductions	-	-	-	(400)
Net Service Change	$ -	$ -	$ -	$ 200
Centralized Operations				
Equipment and Services	$ 1,144	$ 506	$ 1,650	$ 2,048
Bus Operating Division	1,084	625	1,709	2,625
Insurance and Claims	521	237	758	961
Bus Fuel	3,523	916	4,439	3,724
Prior Years Service	(22)	-	(22)	-
Total Centralized Operations	$ 6,250	$ 2,284	$ 8,534	$ 9,358
Total Expense	$44,402	$12,577	$56,979	$51,326
Revenues				
Carrier Operating Revenue	$12,640	$ 3,168	$15,808	$12,813
Fare Demonstration	-	(30)	(30)	-
Total Revenue	$12,640	$ 3,138	$15,778	$12,813
Public Funding Requirement	$31,762	$ 9,439	$41,201	$38,513
Farebox Recovery Ratio	28.47%	24.95%	27.69%	24.96%

A fare proposal which is under study for possible implementation in FY84 is:

- o Suburban Bus Fare Reduction/Transfer Elmination - similar to the CTA proposal, this proposal would reduce fares and eliminate transfers systemwide, the objective being to attract short trips while not significantly increasing the cost of trips requiring transfers.

For FY84, the fixed route suburban bus system is projected to have operating expenses of $49.2 million and farebox revenues of $12.8 million. Of the expenses, $200,000 is the net cost for service changes. This results in RTA funding requirement of $36.4 million.

The paratransit program is projected to have a cost of $2,153,000 in FY84. Of this total, $1,600,000 is for currently operating services, $392,000 for new services, $26,000 for coordination of special services and $135,000 for ridesharing.

SUBURBAN BUS SERVICE - PUBLIC FUNDING REQUIREMENTS

- Fixed Route -		
Existing Services:		$36,160,000
Program changes:*		
Service Improvements		$ 600,000
Service Reductions/ Eliminations		(400,000)
Net Program Changes		$ 200,000
	Subtotal	$36,360,000
- Paratransit -		
Existing Services:-		$ 1,600,000
Coordination of Services		26,000
Ridesharing		135,000
	Subtotal	$ 1,761,000
Program changes:		
New Service**		$ 392,000
	Subtotal	$ 2,153,000
TOTAL		$38,513,000

* Based on an average 6 month period since service changes occur throughout the fiscal year.

**75% of these services are based on 9 months of service and 25% are based on 12 months of service.

New Service/Route Extensions

The following guidelines provide general parameters for evaluating new service and route extensions for fixed route suburban bus service.

Factor	Guideline
Population	Minimum of 3,000 persons/square mile
Employment	Minimum of 500 employes per quarter square mile
Shopping Centers	Minimum of 250,000 square feet of retail floor space
Higher Education Facilities	Minimum of 1,000 students per site
Hospital Facilities	Minimum of 100 beds per site
Commuter Rail Stations	Minimum of 500 one-way boardings per station

Ridership projections are developed based on such variables as population and employment densities, proximity to commuter rail or CTA stations, existing bus connections and proximity to other traffic generators (such as regional shopping centers). Ridership on like services with similar demographic characteristics and similar traffic generators is used as a basis for these projections. These projections are then compared to the ridership of the existing system to determine the likelihood for a successful route.

New service in the FY84 Program includes:

- New feeder bus routes to commuter rail stations in Mount Prospect, Wheaton and Hinsdale.
- New rush hour service to employment areas in the Clearing Industrial District.
- New all day service in the Burnham Corridor between Lansing and Calumet City and in the LaGrange-Countryside area.
- New Saturday service to Stratford Square from Bloomingdale and Carol Stream; and to Fox Valley from Bolingbrook and Naperville.

Service Improvements/Restructuring

When looking at the need for service improvements or restructuring, current ridership information on each route being considered is compared with the ridership of a comparable route.

If the route being considered has much higher ridership than a route with similar service (number of buses and hours of service), and the need for additional service is established, improvements are considered. This comparison helps to determine the probability for success of the added service or service restructuring.

For example, if an existing service has a large ridership, and there are capacity problems on that route, the addition of a bus during peak hours, thus reducing headways and increasing capacity, is a workable solution. Another service improvement possibility is to extend the hours of service in the morning, evening or both. This is done to meet additional demand, such as shopping centers with evening hours. The solution, of course, is geared to meet the particular problem or need.

On the other hand, if ridership on an existing route is very low (a comparison with like service would again be the determining factor), perhaps the hours of service are not convenient or the alignment of the route may not be best serving the riders. One method used to determine the solution to this problem is to conduct a ridership survey and/or a survey that would reach potential riders. At that point, it might be determined that the route should be restructured.

Service improvements in the FY84 Program include:

Route 213 (Green Bay Road) will be improved to provide more frequent service and also directly service Northbrook Court Shopping Center. All day Sunday service will be added to Routes 352, 357 and 364. Route 381 (95th Street) will be extended to the CTA Dan Ryan 95th Street Station with additional A.M. and P.M hours. All day Saturday service will be added to Route 385 (87th/111th). The service frequency will be increased on Route 386 (127th/ Harlem) and rush hour service will be extended to Blue Island.

Service restructurings in the FY84 Program include:

The following five routes are being realigned in order to avoid duplication between CTA and suburban bus routes and to better serve the riders. They are: North Avenue, Westchester/West Madison, South Michigan - Altgeld Gardens, South Western Avenue and Halsted.

The Naperville feeder system will be restructured and service will be added to western Naperville.

Service Reductions/Eliminations

The reduction or elimination of service is based on four evaluation factors:

a. Ridership Productivity

Productivity is determined by measuring the extent to which a particular service is utilized (passenger trips) versus the quantity of service supplied (revenue hours or required vehicles.) The result is compared with the RTA system-wide average productivity for similar routes. When ridership productivity slips below 50% of the system average over a period of time, that route is examined more closely for restructuring, reduction or elimination. The farebox recovery ratio is also considered when measuring productivity. This is determined by measuring the fares received for the service versus the cost of operating the route.

b. Proximity of the low ridership route to alternative service

If other transit service is available in close proximity to the affected route, that route is given greater consideration for elimination.

c. Ridership levels of a particular service over time

Low productivity routes which are not experiencing increases in ridership are in a higher priority for elimination than routes which are showing improvement.

Newer routes are likely to be growing in ridership and thus are not considered for elimination.

d. Public hearing testimony and other local review

Comments and suggestions from the public and local officials are considered when reviewing the performance of a route.

The following routes are proposed for reduction or elimination based on the evaluation factors described previously:

Routes to be eliminated:

- Route 216 (Skokie Local); Route 354 (Riverdale/Calumet City); Route 404 (Medinah-Elk Grove Feeder); Route 406 (Des Plaines-Maine Township); Route 630 (Hanover Park-North Feeder); Route 752 (Glenwood-Flossmoor Feeder); Route 631 (Hanover Park-South Feeder).

See the attachment which follows this document for a specific, detailed listing of suburban bus services proposed for elimination, or improvements.

Routes which would include service hour reductions:

- Route 240 (Park Ridge Local/Dee Road) eliminate Saturday service; Route 241 (Park Ridge Local/Greenwood) eliminate Saturday service; Route 353 (Thornton/Riverdale) eliminate Saturday service; Route 358 (Torrence) eliminate one bus during rush hour; Route 695 (Arlington Heights-Woodfield) eliminate Saturday service; Route 815-816 (St. Charles-Geneva Feeders) reduce level of service by one bus.

- Routes 401 - 402 (Bensenville Feeder Routes). Service to be replaced with Paratransit Service.

In the attached Appendix...Suburban Bus Changes, is a detailed list, by county, of all proposed suburban bus fixed route service changes.

ANNUAL COSTS OF SUBURBAN BUS PROPOSED OPERATING CHANGES

Type of Proposed Service	Cook	DuPage	Kane	Will	Lake	Total
New	$ 248,000	$ 52,000	$ 100,000*	$20,000	$ 150,000*	$570,000
Improvement	$ 448,000	$ -0-	$ -0-	$ -0-	$ -0-	448,000
Restructuring	$ 110,000	$ 22,000	$ -0-	$ -0-	$ -0-	82,000
Reduction	$(579,000)	$(95,000)	$ (28,000)	$(16,000)	$ (82,000)	(800,000)
SUBTOTAL	$ 277,000	$(21,000)	$ 72,000	$ 4,000	$ 68,000	$ 350,000
Contingency	---	---	---	---	---	50,000
GRAND TOTAL	$ 277,000	$(21,000)	$ 72,000	$ 4,000	$ 68,000	$ 400,000

*A county-wide transit study is currently being conducted. Proposals for new and improved service will be determined by each study.

New paratransit services in Kane and Lake Counties are programmed to begin in FY84. These services were selected from previous applications after area-wide studies were completed. The Lake County services are a result of the current Lake County Transit Study with more services possible pending the outcome of that study. In Kane County, the expansion of the City of Elgin service is programmed to include another local elderly and handicapped service.

In McHenry County, four previously programmed services are included in the FY84 Paratransit Program. Implementation of these services is subject to the implementation of the 1983 Revised McHenry County Transit Plan which recommended additional paratransit services. New services in McHenry County will all be funded under the Paratransit Funding Guidelines which require a minimum 25% local share. Also scheduled for implementation in FY84 is a DuPage County-wide elderly and handicapped taxi service, and expansion of the Bensenville dial-a-ride service for the general public.

FY84 New Paratransit Service

DuPage County:

County wide elderly and handicapped persons taxi service.

Bensenville: Dial-a-ride service for the general population to replace feeder-route service.

Kane County:

Elgin Service Expansion:* Coordination of the existing RTA dial-a-ride for mobility-limited persons with another local paratransit program in Elgin serving elderly and handicapped persons.

Lake County:

Avon Township: Dial-a-ride service for general public.

Countywide: Elderly and handicapped persons taxi service.

Deerfield Township: Elderly and handicapped persons taxi service.

McHenry County:[1]

McHenry Township:* Dial-a-ride for general public.

Nunda Township:* Dial-a-ride for general public.

Woodstock:* Dial-a-ride for general public.

Algonquin/Lake-in-the-Hills:* Dial-a-ride for general public.

*These services were previously programmed.

1 This service is subject to the implementation of the 1983 Revised McHenry County Transit Plan and will be funded under RTA's Funding Guidelines. These services or variations may be provided with RTA vehicles or other local vehicles.

RTA PARATRANSIT VEHICLE LEASE PROGRAM

The Vehicle Lease Program, initiated in FY83, is a major program designed to increase the availability of service for handicapped persons. Up to 36 vehicles are being leased to communities presently operating or willing to operate local paratransit services for handicapped persons in coordination with the RTA system of services. A preliminary list of communities receiving vehicles through this program in FY84 appears below. RTA's aim is to fill the gaps between the thirty existing RTA service areas so that, to the maximum feasible degree, local and regionwide travel will be possible. The RTA Vehicle Lease Program is a chief component of RTA's plan for compliance with federal requirements to address the transportation needs of handicapped persons.

The RTA Paratransit Vehicle Lease Program was initiated in FY83 and will continue to be implemented in FY84. The following services have been approved for participation in the program and will be implemented in FY84:

Bloom Township
Bremen Township
Calumet Township
Ela Township
Lemont Township
Lyons Township
Norridge
Oak Park Township
Orland Park
Palos Hills
Peotone/Eastern Will County
Rich Township
River Forest Township
Romeoville
Stickney Township
Thornton Township
Tinley Park
Vernon Township
Wayne Township
Worth Township

In order to complete a network of services, areas of at least township size were generally targeted. Transfer agreements between service areas are required. This program of coordinating RTA existing services and new capital equipment with existing local funds at a time of limited RTA operating funds is a critical element in the completion of RTA's plan for developing service for mobility-limited individuals at a minimal increase in RTA's current expenditure.

SERVICE COORDINATION

In FY84 RTA will continue its efforts to improve the effectiveness of existing transportation service for elderly and handicapped persons. RTA has initiated several regional and subregional service coordination efforts to improve the effective utilization of existing local, state and federal resources employed in the provision of special transportation.

In FY84 the RTA will do the following:

- o Develop a service coordination agreement between CTA Access service and Paratransit services bordering Chicago which will facilitate transportation into and out of the City of Chicago by handicapped individuals.

- o Provide assistance to special transportation providers in their efforts to reach agreement on operational and funding coordination.

- o Continue to integrate RTA paratransit services with each other and with conventional RTA services through transfer arrangements.

- o Continue to integrate RTA paratransit services with non-RTA funded special transportation services which will allow the transferring of individuals from service to service.

- o Consolidate, where feasible, RTA paratransit services. In FY84 the feasibility of coordinating the Lake Villa Township service with the programmed Fox Lake service will be evaluated. In addition, efforts are continuing to determine the feasibility of combining the Elgin paratransit service with another elderly and handicapped service operating in the same area.

These service coordination efforts in FY84 are especially critical in light of the proposed federal budget which may lead to further reduction in the amount of funding available for special transportation services. RTA has budgeted $27,000 in FY84 to support service coordination efforts in the region.

RTA RIDESHARING PROGRAM

In FY84 the RTA/DuPage County Ridesharing Demonstration Program will be continued. Through this program, RTA will lease two vans to DuPage County at cost, with the vans made available to employers for implementing employee van pools. The vans will be leased from three to six months to individual employers which will enable companies to evaluate the success of the program and decide on whether to establish a permanent vanpool program. In FY84, $135,000 is budgeted for ridersharing program operating expenses; this funding is part of an earlier $520,000 grant from the U.S. Department of Transportation for a ridesharing program.

RTA FY84 SUBURBAN BUS CAPITAL PROGRAM

To conclude the discussion of the suburban bus system in the proposed RTA's FY84 Program, a review of the Capital Program follows.

The FY84 Suburban Bus Program is $35.6 million, which is all in the Phase I Program. Garage facilities represent the major portion of the program (86.3%). The remaining program is made up of air operated diesel bus starters, electronic bus destination signs and contingencies and administration.

Highlights of the Proposed FY84 Suburban Bus Capital Program are:

- o New 45 bus garage in Elgin
- o New 45 bus garage in Waukegan
- o Renovate 25 bus garage in Aurora
- o New 125 bus garage in Melrose Park
- o New 175 bus garage in Markham
- o Renovate/Expand 36 bus garage in Oak Lawn
- o Renovate paratransit garage in Joliet
- o Purchase of air operated diesel starters and electronic destination signs for standard buses
- o Purchase of maintenance equipment and supervisory/service vehicles

The Suburban Bus Storage and Maintenance Facilities Plan was published by RTA in January, 1981. This long range plan proposed a series of modern, efficient suburban bus garage facilities in Northeast Illinois. The RTA plan separated the suburban region into four divisions each with a major or Division Bus Garage and a series of smaller Inspection Garages. The FY82 and FY83 Suburban Bus Capital Programs included Garage projects. This program is continued in FY84. Where possible, projects are phased over more than one year in order to maximize available funds and complete the greatest amount of work in a given year.

The FY84 Suburban Bus Capital Program includes funds to complete construction for three new division garages: West Division, South Division and the Fox Valley Division (Elgin). The current NORTRAN facility is functioning as the North Division Garage and is being renovated under a previously funded project. A satellite facility for the NORTRAN garage was also partially funded and a site has been located.

The FY84 Program also includes funds to complete construction of the Waukegan Bus Garage and the Joliet Paratransit Garage. Renovation of the existing Aurora Department of Transportation Garage will begin in FY84, contract engineering and an environmental review will be done for the expansion/rehabilitation of the Bus Garage for Transit Management of Oak Lawn.

Over $30.7 million has been programmed for the seven garage projects in FY84. Approximately $2.5 million will be required in following years to complete these projects. Also, additional new garage projects totaling some $38.0 million will be initiated in the next four years (FY85-FY88).

The remainder of the FY84 Suburban Bus Program consists of the purchase and installation of air operated diesel starters and electronic bus destination signs for use on standard transit buses. These projects are phased and will be completed in subsequent years.

The following represents a summary of the proposed FY84 Suburban Bus Program by its major components:

RTA SUBURBAN BUS PROGRAM:	TOTAL EST. FY84 COST	PHASE I	PHASE II
ROLLING STOCK	$ 752,000	$ 752,000	$ -0-
GARAGE FACILITIES	30,723,000	30,723,000	-0-
AMENITIES/EQUIPMENT	575,000	575,000	-0-
TOTAL	$32,050,000	$32,050,000	$ -0-
CONTINGENCIES/ADMIN.	3,566,000	3,566,000	-0-
GRAND TOTAL RTA SUBURBAN BUS	$35,616,000	$35,616,000	$ -0-

For a detailed description of the suburban bus capital program, attached is the Proposed FY84 Capital Program Technical Appendix.

Interest and Debt Service

During 1984, the interest expense of the RTA is dependent upon a single major decision which has yet to be made: whether to retire a $40 million note due April 1, 1984, or negotiate a rollover. Until action on other budget matters is taken it cannot be predicted whether it will be feasible to retire this note in its entirety on April 1, or whether it would be more prudent to stretch debt service payments out through the end of the calendar year. However, if the budget is adopted in substantially the form as contained herein, and if favorable results are achieved in discussions to resolve interagency debts, and if collar county reserve restrictions can be eliminated, it may be possible to retire the note in its entirety on April 1. The budget presumes that this will occur.

The interest rate on both the Interim Financing Notes and on the $5 million capital note is currently tied to the prime rate (80% thereof).

RTA Administration and Other Services

The administrative budget of the RTA included here is based on current employees and current salary rates. The Transition Board is charged with substantially re-organizing the administration of transit in the region by establishing service boards and by limiting the administrative cost at RTA to $5 million in 1985. The Board is expected to turn its detailed attention to this task early in the new year. Other than not funding automatic cost of living increases for RTA administrative personnel, this budget presumes no major changes in the RTA's current administrative budget pending the detailed review referred to above.

The Ridership information program of the RTA consists of the operating cost of the Travel Information Center. The Travel Information Center provides 24-hour per day information to riders who need route and schedule information.

Unified Work Program grants are made by the RTA to various agencies in the region involved in the transit planning process. Because RTA serves as a main recipient for federal dollars in this process, "pass-through" grants are made to other agencies.

The succeeding page is the Summary of Regional Operating Budgets and is followed by a Summary of the Regional Capital Program. It should be noted that the proposed FY84 Capital Improvement Program includes funding, in addition to projects which have been previously discussed, for implementation of park-and-ride facilities and for rehabilitation of commuter rail viaducts within the City of Chicago. This would account for an additional $6.0 million of the total projected capital funding level of $321.5 million.

INTEREST AND DEBT SERVICE, ADMINISTRATION AND OTHER SERVICES (000'S)

	FY83 12 MONTHS ACTUAL	FY83 TRANSITION QUARTER ESTIMATED	FY83 15 MONTHS TOTAL ESTIMATED	FY84 PROJECTED
INTEREST AND DEBT SERVICE:				
Interest on $35 Million Capital Note	$ 523	$ -	$ 523	$ -
Retirement of $35 Million Capital Note	8,750	-	8,750	-
Interest on Interim Financing Notes	6,936	1,022	7,958	1,367
Interest on $5 Million Capital Note	162	110	272	440
TOTAL INTEREST AND DEBT SERVICE	$16,371	$ 1,132	$17,503	$ 1,807
ADMINISTRATION AND OTHER SERVICES:				
RTA Administration	$11,777	$ 3,259	$15,036	$12,656
Ridership Information	2,008	436	2,444	2,000
Unified Work Program Grants	22	25	47	130
TOTAL ADMINISTRATION AND OTHER SERVICES	$13,807	$ 3,720	$17,527	$14,786

SUMMARY OF REGIONAL OPERATING BUDGETS (000'S)

	FY83 12 MONTHS ACTUAL	FY83 TRANSITION QUARTER ESTIMATED	FY83 15 MONTHS TOTAL ESTIMATED	FY84 PROJECTED
Operating Revenues				
RTA's 1%, 1/4% Sales Tax	$293,647	$ 84,685	$378,332	$306,000
Public Transporation Fund	-	18,750	18,750	94,983
Local Government Cook County	3,750	-	3,750	-
Federal Operating Grants	73,872	-	73,872	58,083
CTA System Revenue	267,100	71,000	338,100	278,846
Railroad System Revenue	132,675	31,981	164,656	123,586
Suburban Bus System Revenue	12,640	3,138	15,778	12,813
All Other Revenue	9,978	1,025	11,003	3,900
Total Revenue	$793,662	$210,579	$1,004,241	$878,211
CTA Operating Expense	$518,100	$133,750	$651,850	$537,642
Railroad Operating Expense	215,359	55,683	271,042	221,686
Suburban Bus Operating Expense	44,402	12,577	56,979	51,326
RTA Administration, Ridership Information, Other	13,807	3,720	17,527	14,786
Debt Service, Interest	16,371	1,132	17,503	1,807
Total Expense	$808,039	$206,862	$1,014,901	$827,247
Surplus (Deficit)	$(14,377)	$ 3,717	$ (10,660)	$ 50,964

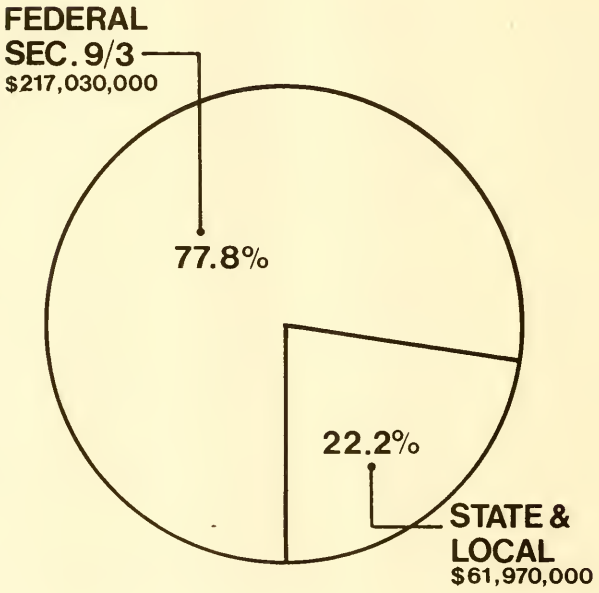
SUMMARY OF REGIONAL CAPITAL PROGRAM (000'S)

	FY83 12 MONTHS ACTUAL(1)	FY83 TRANSITION QUARTER	FY83 15 MONTHS TOTAL	FY84 PROJECTED(2)
Federal	$221,950	N/A	$221,950	$248,905
State	47,960	N/A	47,960	72,595
RTA	7,528	N/A	7,528	-0-
TOTAL	$277,438	N/A	$277,438	$321,500
Suburban Bus	$ 9,228	N/A	$ 9,228	$ 35,616
Commuter Rail	101,040	N/A	101,040	99,414*
CTA Bus	73,652	N/A	73,652	85,272
CTA Rail	93,518	N/A	93,518	101,198
TOTAL	$277,438	N/A	$277,438	$321,500

* Includes two projects which would be managed by the City of Chicago.

1 Grants awarded.
2 Grants to be applied for, Phase I & II.

FY84
RTA Capital Program Revenue Sources: $279,000,000
Phase 1



RTA FUND BALANCE SUMMARY (000'S)

	FY83 12 MONTHS ACTUAL	FY83 TRANSITION QUARTER ESTIMATED	FY83 15 MONTHS TOTAL ESTIMATED	FY84 PROJECTED
Beginning Balance	$ 7,209	$(3,368)	$ 7,209	$ 349
Budget Surplus (Deficit)	(14,377)	3,717	(10,660)	50,964
Net Capital Funds	3,800	-	3,800	(2,400)
Ending Balance	$ (3,368)	$ 349	$ 349	$48,913

CONCLUSION

As has been discussed, this budget accomplishes several important objectives:

1) It provides a solid five-year blueprint for financial stability for Chicago area transit, including the provision for the first time of working budgetary and cash balances.

2) It provides a significant regionwide cut in commuter rail fares, the first in Chicago history as well as for a restructuring of CTA and suburban bus fares.

3) It provides for carefully targeted service improvements, including the restoration of early evening service on all three NorthWestern commuter rail lines.

4) It provides for the first region-wide coordination of fares to save money for riders using suburban feeder bus, commuter rail and CTA feeder bus services.

5) It provides for retirement of the interim financing note and a plan toward eliminating all transit-related debt between government entities including the unpaid debt which the RTA legitimately owes the CTA.

In addition to these accomplishments, care has been taken to meet both the spirit and the letter of the statutory requirements included in the recently enacted RTA Reform Act.

These include:

- Revenues must be balanced with expenditures, including the discharge of prior period debts;

- Cash balances must be sufficient to pay all obligations and expenses when due; and

- Projected fare revenues must exceed 50 percent of the projected costs of transportation service.

The first two of these requirements are met in this draft budget and the third is slightly exceeded, in order to provide a cushion in case the budget estimates change during the year.

Finally, this draft budget also meets, to the extent practical and affordable, the primary expectations of the framers of the legislation particularly with respect to the commuter rail fare reductions, the various service improvements and the enhanced regional coordination of fares.

CONCLUSION

The discussion draft of the RTA's FY84 budget is a first cut for discussion and eventual action of the Board. It also is intended to serve as a blueprint for a new financial foundation for provision of mass transportation services in Northeastern Illinois.

APPENDIX...SUBURBAN BUS SERVICE CHANGES

APPENDIX...SUBURBAN BUS SERVICE CHANGES

PROPOSAL	(LOST) PROJECTED ANNUAL RIDERS	(SAVED) VEHICLES REQUIRED	(SAVINGS) ESTIMATED NET ANNUAL COST
COOK COUNTY			
New Service			
1. Mount Prospect Feeder*	43,100	1	$ 8,000
Feeder service to Mount Prospect CNW Station from southwest Mount Prospect.			
2. Burnham*	69,700	1	105,000
Lansing to Calumet City via Burnham.			
3. LaGrange/Countryside*	77,800	2	100,000
Service to LaGrange/Countryside area.			
4. Service to the Clearing Industrial District	25,500	1	$ 35,000
Weekday rush hour service to the Clearing Industrial District from Ford City to Oak Park Avenue and 73rd.			
		Subtotal	$248,000
Service Improvements			
1. Route 213 (Green Bay Road)*	177,300	1	$ 70,000
Completely restructure route to provide new service between Glencoe and Northbrook Court. Improve service frequency between Glencoe and Evanston and initiate Sunday service to Northbrook Court.			
2. Routes 352, 357 and 364	58,000	7	100,000
Add all day Sunday Service to these routes.			
3. Route 381 (95th Street)	180,000	2	150,000
Extend service to Dan Ryan 95th Street Station all day. Extend P.M. hours of service until 10:00 Monday - Friday. Extend A.M. hours of service on Saturdays.			

APPENDIX...SUBURBAN BUS SERVICE CHANGES

PROPOSAL	(LOST) PROJECTED ANNUAL RIDERS	(SAVED) VEHICLES REQUIRED	(SAVINGS) ESTIMATED NET ANNUAL COST
COOK COUNTY			
Service Improvements (Cont.)			
4. Route 385 (87th/111th)	7,000	2	43,000
Add all day Saturday service.			
5. Route 386 (127th/Harlem)	29,000	2	85,000
Improve service frequency to one-half hour during rush hours and extend rush hour service to Blue Island.		Subtotal	$448,000
Service Restructuring			
Realign CTA/Suburban Bus Services			
1. North Avenue*	No Impact	2	$ 25,000
Extend Route 72 to Harlem Avenue. Extend Route 86 to the Ridgeland Lake Street Rapid Transit Station. Realign Route 315 to avoid duplication.			
2. Westchester/West Madison*	310,000	1	30,000
Coordinate schedules of Routes 17 and 310 on West Madison. Realign Route 310 to serve the Des Plaines Avenue Rapid Transit Station.			
3. South Michigan/Altgeld Gardens*	No Impact	(1)	(50,000)
Realign Routes 34,104 and 356 to avoid duplication of service.			
4. South Western Avenue*	250,000	2	55,000
Integrate schedules of Routes 49A and 351 between 79th Street and Blue Island.			

APPENDIX...SUBURBAN BUS SERVICE CHANGES

PROPOSAL	(LOST) PROJECTED ANNUAL RIDERS	(SAVED) VEHICLES REQUIRED	(SAVINGS) ESTIMATED NET ANNUAL COST
COOK COUNTY			
Service Restructuring (Cont.)			
5. Halsted	Undetermined	1	Undetermined
Integrate Transit Management of Harvey #352 Halsted and CTA #8A South Halsted service south of 95th Street. This service is in the preliminary stages of planning.			
6. Routes 440 and 441 (Melrose Park)			
RTA funding of service in Melrose Park previously funded solely by the Village.	No Impact	N/A	$ 50,000
	Subtotal		$110,000

APPENDIX...SUBURBAN BUS SERVICE CHANGES

	PROPOSAL	FAREBOX RECOVERY RATIO	(LOST) PROJECTED ANNUAL RIDERS	(SAVED) VEHICLES REQUIRED	(SAVINGS) ESTIMATED NET ANNUAL COST
COOK COUNTY					
Service Reductions					
1.	Route 216 (Skokie Local)**	13%	(44,100)	(1)	$(80,000)
	Eliminate service.				
2.	Route 240 (Park Ridge Local/Dee Road)	6%	(3,800)	(1)	(22,000)
	Eliminate Saturday service.				
3.	Route 241 (Park Ridge Local/Greenwood)	6%	(4,000)	(1)	(20,000)
	Eliminate Saturday service.				
4.	Route 353 (Thornton/Riverdale)	6%	(2,400)	(1)	(21,000)
	Eliminate Saturday service.				
5.	Route 354 (Riverdale/Calumet City	5%	(20,700)	(2)	(200,000)
	Eliminate route.				
6.	Route 358 (Torrence)	9%	(7,600)	(1)	(70,000)
	Eliminate one bus during rush hours				
7.	Route 404 (Medinah/Elk Grove Feeder)	8%	(7,100)	(1)	(35,000)
	Eliminate route.				
8.	Route 406 (Des Plaines/Maine Township)	8%	(7,100)	(1)	(35,000)
	Eliminate route.				

APPENDIX...SUBURBAN BUS SERVICE CHANGES

	PROPOSAL	FAREBOX RECOVERY RATIO	(LOST) PROJECTED ANNUAL RIDERS	(SAVED) VEHICLES REQUIRED	(SAVINGS) ESTIMATED NET ANNUAL COST
COOK COUNTY					
Service Reductions					
9.	Route 630 (Hanover Park/North Feeder)	7%	(7,400)	(1)	$ (35,000)
	Eliminate route.				
10.	Route 695 (Arlington Heights/ Woodfield)	6%	(3,200)	(1)	(31,000)
	Eliminate Saturday service.				
11.	Route 752 (Glenwood/Flossmoor Feeder)**	10%	(5,600)	(1)	(30,000)
	Eliminate route.				
				.Subtotal	$(579,000)
			COOK COUNTY TOTAL		$ 277,000

APPENDIX...SUBURBAN BUS SERVICE CHANGES

PROPOSAL	FAREBOX RECOVERY RATIO	(LOST) PROJECTED ANNUAL RIDERS	(SAVED) VEHICLES REQUIRED	(SAVINGS) ESTIMATED NET ANNUAL COST
DuPAGE COUNTY				
New Service				
1. South Central Wheaton* Feeder		18,400	1	$ 20,000
New feeder service to Wheaton CNW station from South Central Wheaton.				
2. Bloomingdale/Carol Stream to Stratford Square		5,700	1	10,000
Saturday service to Stratford Square from Bloomingdale and Carol Stream.				
3. Hinsdale Feeder*		20,000	1	22,000
New feeder service to Hinsdale BN station (coordinated with Route 663, Darien/Willowbrook).			Subtotal	$ 52,000
Service Restructuring				
1. Naperville Feeder System*	N/A	15,000	1	22,000
Restructure feeder service and add new feeder service to western Naperville.				
			Subtotal	$ 22,000
Service Reductions				
1. Routes 401 and 402 Bensenville Feeder Routes)	8%	Undetermined	0	$(60,000)
This route is being replaced by a dial-a-ride service.				
2. Route 631 (Hanover Park/ South Feeder)	5%	5,400	(1)	(35,000)
Eliminate route.			Subtotal	$(95,000)
			DUPAGE COUNTY TOTAL	$(21,000)

APPENDIX...SUBURBAN BUS SERVICE CHANGES

PROPOSAL	FAREBOX RECOVERY RATIO	(LOST) PROJECTED ANNUAL RIDERS	(SAVED) VEHICLES REQUIRED	(SAVINGS) ESTIMATED NET ANNUAL COST
KANE COUNTY				
Service Improvements				
A transit study of Kane County needs is scheduled to begin in January, 1984 Service proposals will be determined by that study.			Subtotal	$ 100,000
Service Eliminations				
1. Routes 815 - 816 (St. Charles Geneva Feeders)*	12%	(14,800)	(1)	$ (28,000)
			Subtotal	$ (28,000)
Reduce level of service by one bus.**			KANE COUNTY TOTAL	$ 72,000
LAKE COUNTY				
There is currently a transit study being conducted in Lake County. Service proposals will be determined by that study.				$ 150,000
			Subtotal	$ 150,000
Service Eliminations				
1. Routes 570 (Fox Lake/College of Lake County)	6%	(13,000)	(1)	$ (82,000)
Eliminate route.				
			Subtotal	$ (82,000)
			LAKE COUNTY TOTAL	$ 68,000

APPENDIX...SUBURBAN BUS SERVICE CHANGES

PROPOSAL	FAREBOX RECOVERY RATIO	(LOST) PROJECTED ANNUAL RIDERS	(SAVED) VEHICLES REQUIRED	(SAVINGS) ESTIMATED NET ANNUAL COST
WILL COUNTY				
New Service				
1. Saturday service to Fox Valley Center from Bolingbrook and Naperville.		10,900	2	$ 20,000
			Subtotal	$ 20,000
Service Eliminations				
1. Route 508 (Larkin Crosstown)	7%	(3,400)	(1)	$ (16,000)
Eliminate Saturday service.			Subtotal	$ (16,000)
		WILL COUNTY TOTAL		$ 4,000
Contingency				
This fund is reserved in order to be prepared for unanticipated changes in service during the year. These adjustments may be the result of increased ridership, operating delays, or other factors.				$ 50,000
			Subtotal	$ 50,000
			GRAND TOTAL	$ 400,000

* Previously programmed by RTA but not implemented.

**This route will be given a six month trial. At the end of that time, the minimum ridership requirement to continue is 75% of the system average.

ORDINANCE NO. 83-274

BE IT ORDAINED that:

The Regional Transportation Authority Proposed Five Year Program covering Fiscal Years 1984 through 1988, and including the Proposed Annual Program and Budget for Fiscal Year 1984, is hereby released by the Board of Directors of the Regional Transportation Authority for Public Hearings and public discussion.

NOVEMBER 30, 1983

PUBLIC HEARINGS - PROPOSED ANNUAL PROGRAM
AND ESTIMATED BUDGET FOR FISCAL YEAR 1984

DATE	TIME	LOCATION
Tuesday 12/20/83	10:00 A.M. to conclusion	Chicago - South University of Illinois at Chicago Circle Center Building - Room 605 750 South Halsted Chicago, Illinois
Tuesday 12/20/83	4:00 - 5:30 P.M. & 7:30 P.M. to conclusion	Chicago - North DePaul University Lincoln Park Campus University Center - Main Floor North Lounge 2324 North Seminary Chicago, Illinois
Tuesday 12/20/83	4:00 - 5:30 P.M. & 7:30 P.M. to conclusion	Suburban Cook County - West Forest Park Village Hall 517 Des Plaines Avenue Forest Park, Illinois
Tuesday 12/20/83	4:00 - 5:30 P.M. & 7:30 P.M. to conclusion	DuPage County Elmhurst City Hall 119 Schiller Street Elmhurst, Illinois
Tuesday 12/20/83	4:00 - 5:30 P.M. & 7:30 P.M. to conclusion	Kane County Kane County Government Center Building "A", First Floor Board Room 719 Batavia Avenue Geneva, Illinois
Wednesday 12/21/83	4:00 - 5:30 P.M. & 7:30 P.M. to conclusion	Suburban Cook County - North Des Plaines Civic Center Council Chambers, Room 102 1420 Miner Street Des Plaines, Illinois
Wednesday 12/21/83	4:00 - 5:30 P.M. & 7:30 P.M. to conclusion	Suburban Cook County - South Flossmoor Village Hall Council Chambers 2800 Flossmoor Road Flossmoor, Illinois
Wednesday 12/21/83	4:00 - 5:30 P.M. & 7:30 P.M. to conclusion	Will County Joliet Municipal Building City Council Chambers 150 West Jefferson Street Joliet, Illinois
Wednesday 12/21/83	4:00 - 5:30 P.M. & 7:30 P.M. to conclusion	Lake County Lake County Court House County Board Room - 10th Floor 18 North County Street Waukegan, Illinois
Wednesday 12/21/83	4:00 - 5:30 P.M. & 7:30 P.M. to conclusion	McHenry County McHenry County Court House 2200 North Seminary Avenue Woodstock, Illinois

COUNTY BOARD PRESENTATIONS

PROPOSED ANNUAL PROGRAM AND ESTIMATED

BUDGET FOR FISCAL YEAR 1984

1. McHenry County(1) - Tuesday, December 6, 1983 9:30 A.M.

   McHenry County Transportation Committee
   McHenry County Highway Department Building
   12104 Country Club Road
   Woodstock, Illinois

2. Lake County - Tuesday, December 13, 1983 9:00 A.M.

   Lake County Board
   County Board Building
   County Board Room - 10th Floor
   18 North County Street
   Waukegan, Illinois

3. DuPage County - Tuesday, December 13, 1983 9:30 A.M.

   DuPage County Board
   DuPage County Administration Center
   County Board Room (3rd Floor - North Wing)
   421 North County Farm Road
   Wheaton, Illinois

4. Will County - Thursday, December 15, 1983 9:30 A.M.

   Will County Board
   Will County Court House
   County Board Room - 100
   14 West Jefferson Street
   Joliet, Illinois

   NOTE: ONLY 5 MINUTES ALLOWED FOR PRESENTATION

5. Kane County - Thursday, December 15, 1983 9:30 A.M.

   Kane County Transportation Committee
   Kane County Garage Facilities
   Conference Room
   41W011 Burlington Road
   St. Charles, Illinois

6. Cook County - Monday, December 19, 1983 10:00 A.M.

   Cook County Board of Commissioners
   County Building - Room 569
   Chicago, Illinois

7. McHenry County(2) - Tuesday, December 20, 1983 9:00 A.M.

   McHenry County Board
   McHenry County Court House
   2200 North Seminary Avenue
   Woodstock, Illinois

Revised - 11/15/83

LEGAL NOTICE
REGIONAL TRANSPORTATION AUTHORITY
HEARINGS
ON PROPOSED OPERATING AND CAPITAL PROGRAM AND BUDGET
FOR FISCAL YEAR 1984

Notice is hereby given that the Regional Transportation Authority (RTA) will hold public hearings on its proposed Operating and Capital Program and Budget for Fiscal Year 1984 (January 1, 1984 to December 31, 1984).

Any person may present views orally at the hearings or by submitting written material at any time, but not later than 24 hours after the conclusion of the hearings on December 21, 1983. Copies of the proposed Operating and Capital Program and Budget for Fiscal Year 1984 are available for public inspection in the offices of the RTA, Room 709, 300 North State Street, Chicago, Illinois. The documents will be available at most public libraries as well as township, city and village offices in the six-county RTA region seven days prior to the hearings.

Listed below are the dates and locations of the Public Hearings scheduled to be held from 4:00 to 5:30 p.m., and from 7:30 p.m. until conclusion with the exception of the Public Hearing in "Chicago - South - at the University of Illinois at Chicago Circle Center", which will begin at 10:00 a.m. and continue until conclusion.

Tuesday, December 20, 1983

Chicago - South
University of Illinois at Chicago
Circle Center Building - Room 605
750 South Halsted
Chicago, Illinois

Tuesday, December 20, 1983 (Contd.)

Chicago - North

DePaul University
Lincoln Park Campus - University Center - Main Floor
North Lounge
2324 Seminary
Chicago, Illinois

Suburban Cook County - West

Forest Park Village Hall
517 Des Plaines Avenue
Forest Park, Illinois

DuPage County

Elmhurst City Hall
119 Schiller Street
Elmhurst, Illinois

Kane County

Kane County Government Center
Building "A" - First Floor
Board Room
719 Batavia Avenue
Geneva, Illinois

Wednesday, December 21, 1983

Suburban Cook County - North

Des Plaines Civic Center
Council Chambers - Room 102
1420 Miner Street
Des Plaines, Illinois

Suburban Cook County - South

Flossmoor Village Hall
Council Chambers
2800 Flossmoor Road
Flossmoor, Illinois

Will County

Joliet Municipal Building
City Council Chambers
150 West Jefferson Street
Joliet, Illinois

Lake County

Lake County Court House
County Board Room - 10th Floor
18 North County Street
Waukegan, Illinois

Add-2-Legal Notice Annual Program and Budget for Fiscal Year 1984

Wednesday, December 21, 1983 (Contd.)

McHenry County

McHenry County Court House
2200 North Seminary Avenue
Woodstock, Illinois

By Order of
The Transition Board of Directors,
John D. Kramer, Chairman

8/11/2008
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